Kansas City MG Post
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April 2013

Kansas City MG Post

Newsletter of the Kansas City MG Car Club

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NEW MEMBERS

Stevan and Mary Beth Dupus from Olathe, KS who own a 71 MG Midget, 65 Morris Minor Pick-Up, and 60 Austin-Healey Sprite

Sue and Jim Schlotzhauer from Warsaw, MO who own a 72 MGB

Membership reports we have 111 members

REGALIA

The new Regalia is here now!!

Take a look at our two new items:

Grill Badge: The Club has available a limited number of Grill Badges at cost ($20) to our members. These Grill Badges were produced to help a member display his/hers Club affiliation while traveling down the open road.

Windshield Sticker: The Club will provide all memberships with a nifty windshield sticker for one of their cars. The sticker is placed on the inside of the windshield and will let you proudly display your club affiliation where ever you go. If you desire to obtain additional Window Stickers, cost is $1.00 each.

Club Outerwear: The Club has arranged for a local merchant, **Bulldogland-Gospirit Embrodiery ,** to embroidered outerwear for our members. We have placed their link on our website and encourage members to use them. Additionally, if desired they are capable of doing custom items for our members at very reasonable prices. Please visit their sight, **http://stores.gospiritgear.com/-strse-Kansas-City-MG-Car-Club-cln-SHIRTS/Categories.bok**, and checkout what they have to offer. If you don't see what you'd like give them a call or drop them a note for assistance.

Name Badges with or without the picture of your car (picture must be provided) Free to all club members

(Continued on page 2)

REGALIA (Continued from page 1)

Other regalia items available include:

1 small Yellow Still Dripping T-Shirt $10

2 small OD Green Still Dripping T-Shirts $10 each

2 Sterling Silver MG Pendants $25 each

We also have a small quantities of a variety of other items that are available and can be viewed at the Spring Tune Up.

To obtain any of the items listed here, please contact the Membership Officer via the KCMGCC.com contacts page or email tcamblin@att.net.

Classic-fieds

Cost to place an ad in the Classic-fied with/without pictures is free to KCMGCC members and $5 for non-members. Ads will run for a period of 4 months and can be canceled at any time by the sub-mitter. Ads should be submitted to membership@kcmgcc.com

2013 SLIM Run

Starts: Saturday, May 4, 2013.
Driver's meeting 8:00 AM; Driving Starts 8:15 AM

Where: McDonalds, Lees Summit, Hwy 50 & Todd George Rd

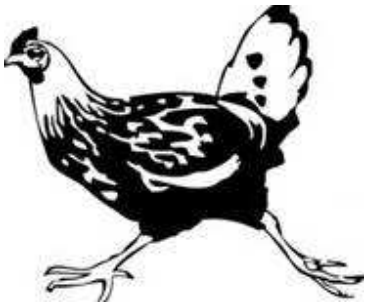
Please join us on the 2013 SLIM Run for a tour through the Truman, Pomme de Terre, and Stockton Lakes region. We'll start in Lees Summit Saturday morning, enjoy lunch at Smith's Restaurant in Collins, then have dinner and spend the night in Bolivar. A block of rooms has been set up at the Bolivar Super 8, (417) 777-8888. Make your reservations there. A Comfort Inn is nearby if the Super 8 is booked. Dinner will be in downtown Bolivar at Kathy's Pasta.

Sunday morning we'll leave Bolivar, enjoy more Ozark lakes driving, and end with lunch in Clinton.

Bring your CB to keep up with what's going on, and your GPS to help with mileage of instructions and to keep track of where you are. This is a SLIM Run, so the pace will be a little more relaxed, but we'll be driving around 400 miles; so make sure your car is up to it after sitting through the long winter. Attend Rob's Spring Tune-up tech session on 4/13/13 if you'd like help or advice.

Olpe Chicken Run

Sponsored by the British Car Club of Wichita



Saturday, April 20 at 12:00 PM

Olpe Chicken House

8 East Highway 99

Olpe, KS 66865

The famous annual multi-club, multi-state Olpe Chicken House event hosted by the Wichita club is Saturday April 20th and all British car enthusiasts are welcome, but we need to have a head count by April 12th in order to have the right amount of seating and the right amount of food. If you respond yes to more than one club, you will be double counted; and there is no way you will be able to eat two lunches though I'm sure some would try. And those that do will need two chairs!

The size of Olpe makes finding the Chicken House easy. Olpe is about 125 miles from Kansas City. KCMGCC Currently does not have a person in charge of a run to Olpe. If you would like to lead the pack, please send a message to tcamblin@att.net with the time and place to meet to go to Olpe and she will send it to those who are going.

You should arrive in plenty of time to kick a few tires and tell a few lies in the parking lot before we eat at noon. After we enjoy all the food we can hold, there is usually a gimmick low speed driving event and of course more tire kicking and story exaggerating. You will find a large crowd of old and new friends to visit with. It won't take you long to see all of Olpe, but there are interesting places to explore in Emporia.

Annual Art of the Car Concours

June 22-23, 2013 (10 a.m. to 4 p.m.)

Kansas City Art Institute Campus,

4415 Warwick Blvd.

Kansas City, MO 64111

The Seventh Annual Art of the Car Concours features more than 200 vintage, classic and special-interest vehicles, including cars, trucks, racing cars and motorcycles belonging to collectors from throughout the country. The event, a benefit for the KCAI scholarship fund, is growing in popularity and stature among vintage and classic collectors. The Concours is unique for its size and scale in having no formal judging and no classes of vehicles. The intention is to provide a wide range of very high-quality, original, vintage vehicles in an eclectic, informal setting, without the pressure of traditional Concours events. For more information, visit www.artofthecarconcours.com.

Along the Road

By Rob Camblin

As this year's Club President, I thought I should contribute a monthly article to the newsletter and address some of the issues and upcoming events that the Club has. So this is my first attempt to do just that, plus I hope it gives a little more depth to the newsletter and will encourage others to contribute something when they can.

First, if you want to contribute a story about a past or upcoming event that would be wonderful. It helps increase our participation in future activities and also will give members that for one reason or another are unable to attend an activity. Also, we have gotten some great ideas from members for things to include in the newsletter that I will highlight a little later.

Second, I'd like to be able to address and questions and or give feedback to the Club on issues that members have. On occasion, I receive emails from members about something the Club is doing or not doing. I respond back to them and include the Club Officers in that response but not the general membership. I'll try to do that in this article, as space permits.

Ok, on with this month's stuff …

Upcoming Events;

Our annual Spring Tune-Up will be on April 13th at the Camblin's garage. For those that have not attended before, this is your chance to get the car out, blow off the dust, get it on a lift and inspect the under carriage to see if the rust is thick enough for the upcoming driving season. We start somewhat early and go until the last car is done. The reason we pick a Saturday is to allow someone to make a run to Vicky B's for any needed parts. More info on this event is in the newsletter.

Our next event is the Olpe Chicken Run on April 20th. Please make sure you've responded to the Club evite so we can turn in a good head count by the due date. I've never had the pleasure of attending this event due to always being out of town but I always hear how great it is, rain or shine. So if you are going to be in town, head on down to Olpe. I think there is a group forming for a caravan; and if we get any info, we'll pass it on if you want to join up.

As I said, I and Tommie will be out of town enjoying the sights, smells, and sounds of Key West for our annual trek with the Key West British Car Club. Over the years, a lot of our Club members have attended this event, some driving, some flying in, other's getting there by some combination of methods. Check with Russ Circle about his last method. He and his Mom, had a very unusual trip the last time they attended.

Also of note and not to be missed is the Club's annual SLIM Run, I can never remember what SLIM stands for, so ask someone at the next social. But I can tell you this, it's a lot of fun and a good way to start the driving season. Denny and Ruth will be leading the event this year, and it is sure to be a good time for all. Oh, we plan on taking the TD this year, so Denny I hope we are at or below the speed limit. Again, check and respond to the Club evite for more info.

Speaking of Club driving events, I'd like to pass along a suggestion that has come to me about roadside safety. While we all do our best to keep our cars in great (Continued on page 5)

Along the Road (Continued from page 4)

mechanical condition, on occasion we have the misfortune to experience trouble along the way. I know from my personal experience. Recently, I think it was on the FAT Run just last year, I threw a fan belt on a very narrow and somewhat twisty and hilly road. Of course as having been on one or more of the Club's outings, I wasn't so much worried about whether or not we could fix the problem which I knew we would, but rather that I and a handful of cars were very venerable to other cars not seeing us, slowing down to pass, or moving over to give us enough room and not hit us. This I have found is also a concern of other Club members. So what can or should we do? It was suggested that the Club invest in a few sets of emergency marker kits (you know those triangles that truckers and police use to warn others that there is a problem ahead). The Officer's discussed this and for the most part thought it a great idea until; a. we have no way of knowing who to distribute the kits too, to make sure they are available when needed and b. on small items the Club has purchased in the past they become misplaced, lost, or forgotten. So the idea was shelved and not approved, it will be discussed again at the next Officers meeting.

I do think it is a good idea that some of us might consider obtaining these kits on our own. I know besides Club events, Tommie and I take our cars on trips to other shows and locals often traveling by ourselves. So for those so incline, I did a little research and found the following; you can by a set of 3 triangle warning marker with case for under $20.00 plus shipping on Amazon.com. I just bought 2 sets, one for the Envoy which is the vehicle we haul with and one set for which ever British car we are driving. When I get mine, I'll be happy to show them off but hopefully not on the side of the road.

Another question received was, 'Does the Club have insurance', the short answer is yes we do. It is provided by NAMGBR for events the club sponsors. If you're interested, I can make it available for you to take a look at.

Well on a final note, put May 18, 2013 on your calendar. The Club has been invited to participate in the British Car Celebration at Crown Center. This is in conjunction with the Heart of America Jaguar Club's Concours d'Elegance on the Square. More info on this event is in the newsletter.

Whew, this was a lot longer than I had anticipated, and I'll try and keep it shorter in the future. But again, if you have questions, comments, feedback, or just a good story to tell, send it in and share it through the newsletter.

I'll see you down the road!

Drive Away Cancer 2013

Dear British car club friends,

Many, if not all of you know the Drive Away Cancer story, or at least some of it. For those who need a refresher, here's a little synopsis of what I know:

http://www.mossmotoring.com/drive-away-cancer/

Last year, as the employees of Moss got to know John and a sweet old Austin-Healey named Grace, the management stepped up and promised them parts they needed and paid for their gas. We had no idea they'd go over 90,000 miles, but we're sure proud they did. We're even more proud that Grace gave rides to more than 1,000 children—many who were critically ill.

Last year we wondered if the Drive Away Cancer story would be a year long. We now know the answer is no, that was just the first chapter.

Over the winter Grace has been in the hands of a group of skilled Iowans who have bolstered her frame and completely rebuilt her engine. She's not quite road ready yet, but close. One of Grace's first scheduled appearances this spring will be at the Laguna Seca race track in Monterey, California. If I'm not mistaken the date for that is April 27-28. Grace is going to be introduced to hundreds of Mazda Miata fanatics who will be there for the weekend.

Although Moss' specialty and heritage belongs to the British, we also support the Miata community with parts and have a couple Mazdas in our R&D fleet. We invited John to use one if ever he wanted or needed a backup.

This isn't John's first encounter with Miatas. Last year he met a young female racer named Dani Ferrara who asked to fly the Drive Away Cancer logo on her car. And this year well-known Miata and MGA racer Kent Prather is on board too.

Now here's the part of the story where I come in…

When John was offered the keys to a Miata of ours, he took almost no time to decide how he wanted to use it. He said, "What if Grace spends a few days at Moss. While she's here David and I will drive a Miata non-stop through all 48 states and finish in Monterey at the Miata event? You can drive Grace there and meet us. I pretty much have a route in mind. If David doesn't slow us down, I think we can do it in four days." I just about laughed when the eyes in the room turned toward me.

I met John at about this time two years ago. He's an unusual guy to say the least. He's also quite gifted—as a vintage racecar driver, certainly, but also as a conscientious human being. Though he rarely talks about it, John has had a serious run-in with cancer himself, but instead of killing him I can see that it has driven him to live more. Drive Away Cancer is his outlet because it's bigger and more important than him. And he also loves to drive.

I don't know how it's going to work, but I want to invite the British

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Drive Away Cancer 2013

(Continued from page 6)

clubs to be a part of the drive we are about to make. We'll leave from Goleta probably around the 23rd of April. When John sends me the route he has in mind, I'll pass it along with estimates of where we'll be over the course of four (or five? You bet I'm skeptical!) days. We're looking into ways that the GPS on our phones can show everyone where we're at on a website. I think it would be wonderful (and helpful for our spirits, too) to see British cars caravanning with us for a number of miles.

John told me he drives for all the people who can no longer drive and feel the wind on their faces. He drives because to him he knows he's alive when he's at the wheel. These days he primarily drives in order to give kids a little break from all the crap that cancer brings. This 48-state drive is to me an example of doing more than I would normally think I'm capable.

British cars and clubs have been the soul of Drive Away Cancer from day one. Driving a Miata around the country isn't going to change that. John's a British enthusiast through and through, but he'll be the first to tell you it's not about the car. He said the other day, "All kids care about is that you showed up, gave them attention and had fun with them." It never hurts to have a fun car with which to show up.

Please join us on the road, and spread the word.

David Stuursma

Moss Motoring magazine editor, and British Club Contact

MORGAN OWNERS

MOGSouth Spring Meet, April 19-21, 2013. Helen, GA. Room Reservations: Hampton Inn, Helen, 147 Unicoi, St. Helen, GA. Call (706-878-3310) Rooms under "MOGSouth" ($109.00 +tax, Reserve by Mar 19 !) NOTE REVISIED DATE!!

Dinner Saturday night is catered by CRAVE Catering at "SkyLake." Dinner per person price is $25.00 PAID IN ADVANCE. Please send check (by April 2nd) made out to ERIC CUMMINS. Send to Ann Cummins, 284 Quail Run, Sautee Nacoochee, GA, 30571.

MOGSouth Events Calendar 2013 is now available by clicking on the EVENTS button above. If you have an event that we need to add, please send details to Randy or Mark at mogsouth@yahoo.com.

British Car Week National Meet

Press Release

Liverpool Legends To Perform During British Car Show Celebration!

Thursday Night Performance Open To The Public

Hot Springs Village—The Fab Four tribute band will perform for one night only, Thursday, May 30th, at the Woodlands Auditorium in beautiful Hot Springs Village, as part of the British Car Week National Meet, Donna Aylward, event coordinator for the Hot Springs Village Area Chamber of Commerce, announced today.

Aylward said the Liverpool Legends, a spot-on, high energy tribute band from Branson, MO, will perform songs spanning the entire career of The Beatles and on through the solo years. With precise attention to every musical detail, along with costume changes, vintage instruments, and special effects, Liverpool Legends will make you feel like you are watching the real thing!

Headlining their own production in Branson since 2006, Liverpool Legends have been voted Best New Show, Best Band and Best Show numerous times over the years. Their exciting renditions of "Help," "Eight Days A Week," "All My Loving" and many more of The Beatles hits will have everyone dancing in the aisle!

Liverpool Legends' performance is open to the public. Ticket sales have already begun and are moving fast. Advanced tickets can be purchased through the Hot Springs Village website at www.hsvpoa.org/event-tickets/.

"We hope that everyone will participate in the British Car Week National Meet either at the Liverpool Legends show or the car show," Aylward said.

The band's performance coincides with British Car Week National Meet May 29th-June 2nd. Sponsored by Allen Tillery Chevrolet, The Village Voice and Hot Springs Village POA, the meet brings together collectors, owners, and enthusiasts from around the world to see and exhibit the Crown Jewels of the British Marques!

"Literally millions of dollars of great automobiles will be on display," according to Aylward.

British Car Week National Meet is a special event of the Hot Springs Village Chamber of Commerce in cooperation with vintage British car clubs from around the country. In 2012, the first time event brought 233 classic automobiles from 31 different states which were enjoyed by over 1,800 guests and participants. The four day event is packed full with activities, drives and parties. Of course, the main event is the Crown Jewel Car and Bike Show on June 1st at the Ponce de Leon Center in Hot Springs Village and is free of charge to the public. For registration, vendor or sponsorship information, please visit www.britishcarweeknationalmeet.org or call the Hot Springs Village Area Chamber of Commerce at 501-915-9940. For more details, call Donna Aylward at 501-984-2605

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www.rtdrefurbishing.com

A medium size chassis will run approximately $800 to $900 for a vehicle with a primer and 1 coat of paint. We base costs on actual compressor time. A typical engine compartment or trunk would add about $75 to $100

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KCMGCC Spring Tune Up

Saturday, April 13 from 8:00 AM to 4:00 PM

Rob & Tommie Camblin's

816 795-9628

17810Hidden Valley Road

Independence, MO 64057

It's Spring and time to get your car ready for the driving season. Start time is 8:00 am and concludes when the last car leaves (usually by 4:00 pm).

Participants need to furnish their own oil and parts such as filters, coolant, and such. Bring your own tools if you have them. Car lift, jacks, air, rags, disposal containers, and a variety of tools will be available. There is an O'Reilly's, an Advance Auto Parts, an Autozone, and a Napa auto parts store within a short distance for most common items, but remember a trip to Vicky B's is approximately 1 hour round trip. So please plan accordingly.

Denny Hale has graciously offered to pick parts up at Victoria British on Friday, 4/12, afternoon and bring them to the tune up IF you call in the order AND let him know (call or text 913-558-4713). No engine blocks or rear axles!

If time permits, heavier work such as bushing replacements and such will be done after light maintenance is completed. There are usually lots of folks available to lend a hand and advice. T series, MGA and MGB manuals will be available for use.

Water. coffee, and tea will be available. Beer will be available. Please bring snacks to share throughout the day. If there is enough interest, a collection will be taken up for lunch.

Adding Roller Rockers to Your LBC

Request for Article

Who's ever done this, or known somebody that has? I know they're expensive, but are they worth it? In a recent "MG Driver" article a guy says he put them in and they were "music" to his ears. I'm sure we'd all like to read about what you've learned.

ORIGINAL PARTS FOR SALE

1973 MG MIDGET

Sheet Metal:

Right and left front fenders with markers and turn signals – No rust / straight

Hood with front trim and hinges – No rust / straight

Front valance and hood latch panel – No rust / straight

Grill – Good / straight

Splash Plate – both sides – No rust / straight

Radiator cowl -- No rust / straight

Bumpers: Chrome

Front and rear with brackets and braces – Condition / Excellent

Luggage rack - Chrome -- Condition / Good to Excellent

Steering Wheel – Condition / Good to Excellent

Wheels & Tires:

4 Panosport/Minator 8 spoke "Mags" – Condition / Excellent with 2 good

and 2 excellent Tires 175/R/13

5 original Rostyle Wheels – all straight with centers – Condition / Good

Running Gear:

Complete, from radiator support to front half of driveshaft

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Motor:

80,000 original miles

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Oil pressure – High 70 lbs (2500 + RPM) / Low 35-40 (Idle)

Includes: Carbs and linkage, all hoses (most original) original air cleaners, smog pump (in place and working), Evap system, starter, alternator, clutch slave cylinder, radiator, fan, exhaust manifold, heat shield, distributor with pertronix adapter

Clutch / works fine

Transmission / shifts well / synchronizers good

Interior:

Original seats, kick panels, and door panels -- (Original) / Condition / Good

May break some parts out, (running gear, sheet metal, interior, wheels and tires), but would prefer to sale all together.

Contact: Gary G. Miller at 785-234-0040 or Cell # 785-220-4775 or at ggmiller_atty@yahoo.com

2013 Calendar of Events

April

9 Club Social at 75th Street Brewery, 7:00 pm

13 Club Spring Tune-Up at the Camblin's House

16 KCMGCC Officer Meeting at the Camblin's House

20 Olpe Chicken Run hosted by the Wichita Club

22-27 Key West Gathering hosted by the Key West British Car Club

May

4-5 SLIM Run hosted by Denny and Ruth Hale

14 Club Social at 75th Street Brewery, 7:00 pm

18 Heart of America Concours d'Elegance British Car Celebration at Crown Center for more info see the events page KCMGCC.com

25 Wine Tour 13-01 hosted by Rob and Tommie Camblin

31-June 2 Champagne British Car Festival for more info see http://www.cbcf-bloomington.com

June

2 Kent Prather Open House, watch for more Info

8 Heartland MG Regional for more info see www.heartlandmgregional.com

11 Club Social at 75th Street Brewery, 7:00 pm

10-14 NAMGAR GT-38 for more info see http://www.namgar.com/events/calendar_details/gt-38/

15 KCMGCC Photo Scavenger Hunt hosted by Bruce and Laura Miller

22 Antique Run hosted by Roy and Donna Whittaker

22-23 Seventh Annual Art of the Car Concours for more info www.artofthecarconcours.com

July

6-7 Podunk Run hosted by Rob and Tommie Camblin

9 Club Social at 75th Street Brewery, 7:00 pm

13 Drive-In Movie Night hosted by Geoff and Christine Rollert

16 KCMGCC Officer Meeting at the Camblin's House

15-19 GOF Central for more info see http://www.gofcentral.com/

17-21 NAMGBR Nationals for more info see http://www.mg-2013.com/wp/

26-28 GOBMC Car Show for more info see http://www.carthagecarshow.com/

August

10 Club Pool Party hosted by John and Jen Burrows

13 Club Social at 75th Street Brewery, 7:00 pm

24 KCMGCC Picnic and Anniversary Gathering hosted by Club Officers and Tony Lipari and CB Tech Session

(Continued on page 13)

2013 Calendar of Events (Continued from page 12)

September

1 KC All British Meet for more info see http://www.kcallbritish.com/

10 Club Social at 75th Street Brewery, 7:00 pm

14 Murder/Mystery Event hosted by Tommie Camblin

21 St Louis Car Show for more info see http://allbritishcarshow.com/

28 Oktoberfest hosted by Brian and Linda Hoffman

October

2-6 VTR National & VTR National Convention/ Triumphfest 2013 for more info see http://www.vtr.org/ conventions/index.shtml

4-5 Memphis Show for more info see http://www.memphisbritishcars.org/eurofest.htm

5 Brits in the Ozarks Car Show for more info see http://www. britishironnwa.org/

8 Club Social at 75th Street Brewery, 7:00 pm

13 40th Annual Antique Car Show Lawrence, KS, more info to come

12 Garnett Run with the Triumph Club hosted by Steve Boyce

13 Sunflower Ralley sponsored by the Lawrence British Car Club

15 KCMGCC Officer Meeting at the Camblin's House

19-20 FAT Run, more info to come

November

2 Guy Fawkes hosted by Celebration Geoff and Christine Rollert

12 Club Social at 75th Street Brewery, 7:00 pm

December

7 Club Xmas Party hosted by Tommie Camblin

10 Club Social at 75th Street Brewery, 7:00 pm

January 2014

7 Club Social at 75th Street Brewery, 7:00 pm

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http://75thstreet.com/

The Oil Pump

By Rob Camblin

Each month I read with pleasure Steve Olson's trial and tribulations of maintaining his fleet of British machines. I always think that his resourcefulness in solving the previous month's dilemma could always have been resolved by following the instructions given in the owner's or vehicle's shop manual. But I'm here to tell you, I agree with Steve in that we shade tree mechanics don't need no stinking manual to work on our cars. They are of a relatively simple design with very straight forward problems and resolutions. While we might glance at the pictures in the manual to refresh our memory on the sequence of how something went together after we had taken it apart a couple of months ago is understandable, we are getting a little older; and our photographic memory is wearing thin just like those old polaroid pictures we took and didn't put the fixer on (now that is an old memory). Anyway, I recently had the pleasure or maybe I should say the displeasure of rebuilding a fellow club members TD engine to elevate the engine of a horrendous knock.

The removal, machining, procurement of parts, and subsequent re-assembly went well and having done this more than once, was accomplished without too much aid of the owners or shop manual. After all it's only a simple XPAG engine. I know that I had followed all the logical steps, taken time to inspect, test fit, measure, pre-lube, torque, and adjust as I had done before. So there was no reason for me to think that it should not start and purr like my previous engine rebuilds had. I was so wrong!

After installing the engine back into the car, it was time to start the car and run in the engine. All necessary attachments had been made, and to ensure I get a good oil pressure reading, I decided to use an external gauge since the one in the car was original and I did not want to get any misreading on the pressure. Well, we cranked over the engine, it caught and ran just as if it was fresh from the factory with only one small inconsequential problem -- no oil pressure.

We ran the engine for about 20 seconds and turn it off and begin investigating the cause of the lack of oil pressure. My first thought was that the pump was not receiving sufficient oil from the sump for some reason. Maybe it was a lose connection on the pickup or a bolt not tighten sufficiently or maybe a clogged pickup screen. Well, these all seemed related to something in the sump (TD owners name for the oil pan), so I put the car up on the lift and removed the sump for inspection. All was good. I ran a test via the sump galley to make sure oil would in fact pass, and it did.

So putting the sump back on, I thought well maybe the oil pump might not be priming, so again I primed the pump as shown in the shop manual picture. Again no need to read anything; just look at the pictures. Right?

We attempted to start the engine again. It started right up, purred as before, and still no oil pressure. Damn! Well for those not well versed on the XPAG engine, it has an externally mounted, gear driven oil pump that is virtually indestructible. While you can rebuild it, the inners almost never wear out, and it has very few moving parts like most oil pumps. The XPAG oil pump uses two gears enclosed in a machined casing that compress the oil as it (Continued on page 15)

The Oil Pump (Continued from page 14)

drawn from the sump and pass this on to the engine after passing it through the filter. The pump has a pressure relief valve that will 'bleed' off excess pressure, should that occur. It normally will produce 10 lbs. or more per 1,000 rpm. The normal XPAG engine has an oil pressure range of between 40 and 60 pounds at startup. I was still getting zero.

So off to the internet, I'm thinking that surely this problem must be well diagnosed by someone, and I can use their previous trials and tribulations to cut short my dilemma. Right? No, for every situation encountered on the internet and resolved, I followed the instructions. I measured all components and checked all surfaces for flatness. I bought new parts and replaced the relief valve, lapping the seat surface to ensure the correct fit. I Plasti gauged the clearance between the pump body and pump head. I made sure that I applied the correct torque upon assembly. I did most everything I could possibly do, except read the shop manual.

Well, this frustration lasted about 6 weeks, on and off, required the engine to be pulled again, wasted 6 quarts and hours working the problem. I even traveled to Chicago and consulted with John Twist. I spoke with Laurie Alexander in California. The club member I was working with was wringing his hands and wondering if he would ever get his car back. I did most everything I could possibly do, except read the shop manual.

So out a fit of desperation, I turned to the shop manual to see if somewhere in the bowels of the ink printed on the page I could detect something I may have missed, a gasket not installed, a plug not put in correctly, a crack somewhere, there must be something. Well the only thing I could find was a comment about packing the oil pump body and gears with petroleum jelly, or as we call it, Vaseline, prior to starting the car.

Now why on earth would you have to do that? I never had to do it on an MGB or MGA engine. It must be something related to the 50's and not applicable to our modern oils and lubricants. But just to make sure I covered all my bases, I followed the instructions and crossed my fingers. Using only the starter and having the plugs removed, I turned over the engine. At first nothing, then on the second crank, lo and behold, oil pressure, damn near 40 lbs.

Well at this point, I can tell you I still don't know exactly why I had to pack the pump. I'm sure someone will give me a technical explanation at the next social. But I do know this, my shop manuals will be consulted in the future and more than just the pictures will be looked at.

Oh, but Steve, do keep those articles coming. Because after reading yours, I feel great knowing I'm not alone in enjoying the trials and tribulations of working on British Cars.

Club Officers

President: Rob Camblin
rcamblin@att.net

Vice President/Events: Gerry Cahill
mgprez@hotmail.com

Treasurer: Rick Mills
RickMonica@kc.rr.com

Membership Chairperson: Tommie Camblin
tcamblin@att.net

Regalia: Vacant

Newsletter Editor/Historian: Rob and Tommie Camblin

Members at Large:
Roy Whittaker
roy2dogs@yahoo.com
John Burrows
jwburrows1966@gmail.com

About the MG Post

The Kansas City MG Post is published monthly by the Kansas City MG Car Club. The KCMGCC is a member of the North American MGB Register, the American MGB Association, and is affiliated with the MG Owners Club, Cambridge, England. The MG Post is provided free to members. Opinions expressed herein are not necessarily those of the Club, the Club Officers, or the staff of the newsletter. Technical information is believed to be accurate; however, any repairs on mechanical advice is attempted at the reader's risk. The Club, Officers or newsletter staff will not be responsible for any misinterpreted or incorrect technical information. If in doubt, consult a certified technician.

NAMGBR

The Kansas City MG Car Club is a chapter of the North American MGB Register. The North American MGB Register was formed in 1990 to serve the needs of MG owners throughout the world. The Register's executive committee is elected by the Affiliated Chapters. Officers can only serve two consecutive terms which ensures that new people and fresh ideas are always available. Finances are open to inspection at any time and the Treasurer provides financial statements that show how the membership's money is spent. Officers and Registrars receive no financial remuneration for their duties, but volunteer out of the spirit of the marque.

The award-winning magazine *MGB Driver* is published six times a year.

Cost of membership in the NAMGBR is $30.00 per year and includes a dash plaque with your membership number, the *MGB Driver* magazine and other benefits.

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61st Annual Rallye Glenwood Springs, June 7-9, 2013

The MG Car Club - Rocky Mountain Centre invites you to join us for the 61st Annual Rallye Glenwood Springs, the oldest *continually-held time-speed-distance rally in the United States, on Friday, Saturday, and Sunday, June 7, 8, & 9, 2013.*

The weekend is a marvelous opportunity, not just for MG owners, but for sports car enthusiasts of every marque—British, American, German, Italian, Japanese—to come together for sunny days, cool nights, and unique events. The fun begins on Friday with the Rallye Glenwood Springs—a time-speed-distance rally to challenge both novice and experienced rallyists. Spend a challenging, but beautiful, day winding through canyons and over mountain passes in the heart of the Rocky Mountains from the Denver suburb of Arvada to the scenic resort town of Glenwood Springs. Saturday's main event is a scenic Road Tour through the beautiful mountain valleys around Glenwood Springs. The weekend culminates with the Banquet on Saturday night and the Car Show, Funkhana, and Awards Presentation on Sunday.

Since its inception, the MGCC-RMC has sponsored the Rallye, which began when a hardy group of sports car owners discovered the joys of top-down motoring in Colorado in MGs that still had lift-off tops and running boards (see photo). The Rocky Mountains of central Colorado, with some of the most breathtaking scenery in America, formed the backdrop for the Rallye Glenwood Springs through 60 previous years. Vintage and classic cars from as far away as California and Illinois have shared the twisting mountain roads with their newer counterparts for octane-related festivities. And enthusiasts have come from as far away as England to drive their sports cars through such fabled Colorado mining towns as Leadville and Aspen on their way to Glenwood Springs.

Registration is only $45 for all the driving events and the car show (before May 15; banquet and regalia are extra). Additional information and registration forms are available on the MG Car Club, Rocky Mountain Centre website at http://mgcc.org/. You can contact Publicity Chairman Steve Hart at stephen_hart45@msn.com for information.

Photo: Charter MGCC – RMC member Hazel Marble at the start line of the 1953 Rallye Glenwood Springs

Being Social

By Rob Camblin

I thought I'd write an article about the Monthly Social and how much I enjoy attending it each month. Over the years, it has become a monthly to do item on our social calendar. Regardless of the weather, we make every effort to attend. Even though I'm not always thrilled with the location or the service or the food or driving in lousy weather or all the other excuses I could come up with not to attend. I attend because of the folks that are attending. I know they could have come up with an excuse not to attend just like me, but instead,. they make the effort to be there. Why we attend, I don't really know? But to not attend when I can, I just don't feel right.

Anyway, for some of us, the monthly social was something that the Club didn't have when we first joined. It was the brain child of Gerry and Tracy Cahill, way back when, as they say on Pawn Stars. In the early days of my membership with the Club, we had scheduled events during the driving season, but no monthly get together where we could just talk and share things that had happen to us or someone else. It was an opportunity to come together and just swap stories and have a cold one, enjoy sharing an appetizer, and complain about all the things that had occurred since the last social.

At first, I personally thought the Monthly Social should be a Club business meeting where in a semi-formal setting we, as a Club, would address the great social issues of the day, and chart the various actions our Club should and would endeavor to take in the future. After attending the first couple, I complained to Gerry, who was then Club President, that the location was too loud, food not very good, and nothing was getting accomplished by the Club. All the things that I thought would make the Social and event worth attending. Gerry's answer to me was in usual Gerry fashion, 'Hey Rob, get over it. This is just a get together with friends. If you want to do Club business, then have a business meeting.'

So over time, the Monthly Social continued to be just that, a gathering of friends and like-minded folks to share some time with, enjoy conversation, and on occasion figure out what might be happening in-between the next Monthly Social. Oh sure, I've used the Monthly Social to corral someone into coming over and helping me with one of the cars or to find out if an upcoming event was worth attending or to even conduct some Club business. But that has never been the point of the Monthly Social, just a sideline I've done for my own selfish reasons.

The other thing I like about the Monthly Social is that it has moved on usually an annual basis to a new location. This has given me an annual opportunity to complain about the new location being worse than the last location, which is always good for the soul. We've been; North of the river, East of I-435, West of the Missouri state line, and South of I-70, some of the places have been pretty cool with accommodations, and some have not.

I do have to say, trying to find a location for the Monthly Social is not easy. It's hard to find businesses that will accommodate 30 to 60 folks on a monthly basis, at no cost. We've been lucky in the past that we have found such locations. I know the previous Club Officers and members have tried very hard to locate a place that has adequate parking, a back room (at no charge), a good variety of food at reasonable prices, and a staff that can handle the crowd in a good natured way.

(Continued on page 19)

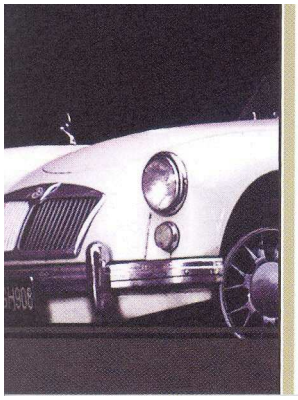
Being Social

(Continued from page 18)

We have now visited our current location, 75th Street Brewery, twice and by the time you read this, maybe three times. I personally like the location, but I and other Club Officers have gotten feedback that this location is not working for some, that it is too noisy, the food is not all that good or too pricey, the parking is not adequate, and that they can't hear what is being said when Gerry or I are talking. Ok, fair enough. So this may not be the best location to continue with, I can understand that. And with that in mind, I took it upon myself to research other locations to possibly move the Monthly Social to. I've not had much success, of the half dozen potential locations, none would commit to meeting our needs of guaranteeing us; a private room (at no cost), ability to have individual checks, unlimited menu selection, adequate parking, etcetera, etcetera.

So, I'll put the question to the Club, if we don't like where we are at, then instead of just complaining about it, come up with a solution, find a new location for the Monthly Social. Maybe during the next Monthly Social, we can get a list of potential locations written down, and the Club Officers will then contact them and see if they can or would accommodate us. I don't mean to sound like I'm shirking my duties, but I'm the one responsible for being where we are, so give me some help folks.

I appreciate you taking the time to read this little bit of Club history which has turned into a rant. Feel free to respond and let me know what you're thinking.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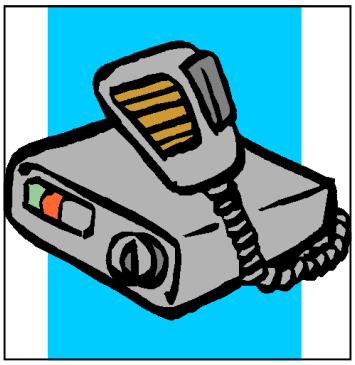
Things I've Learned About My LBC

Using CB's in our LBC's; Antennas are Important

by Denny Hale



I've learned that when we cruise around the countryside in our LBCs, it's always nice to stay in touch with the other cars in the group. Cell phones are one way to do it. Their range is limitless, but they have the disadvantage of only talking to one car at a time. We could send text messages, but there's not always cell phone coverage out in the country. Besides, with the noise and vibration my car makes, I usually don't hear or feel the phone until we stop. We've tried the hand-held walkie-talkies (UHF frequency range), but we found they're only good for limited distances, line-of-site; any hills or buildings and you're lost. Since we like to drive our LBCs in the country, hills, and curves, the best way we've found to communicate is with CB radios (HF frequency range) with cell phones as back-up. HF frequency transmission waves bend to follow the earth's curvature, whereas VHF, UHF, and higher frequency waves travel in straight lines.

CBs are not very expensive; and believe it or not, you can still buy them new. The last couple I've bought though, I've found at garage sales for practically nothing. You'll need the CB transmitter itself, maybe an external speaker so you can hear better, and you'll also need an antenna. But what kind of antenna should you have, and how big? Put your money on a good antenna. The FCC regulates transmitters, so they're all pretty much the same except for bells & whistles. A cheap transmitter with a good antenna will work better than an expensive transmitter with a cheap antenna.

Antennas come in several different styles, mostly dealing with the type of antenna, and how they mount to your car. The most common is probably the magnetic mount with a metal whip antenna. It's easy to put on and take off. If you keep the underside clean and smooth and don't slide it around on your paint, it probably won't leave any scratches. The more you put soft stuff like felt between the magnet and the car, the less secure the mount will be, and the more impedance you'll be putting between the antenna and ground plane. The higher the impedance, the higher your system's SWR (standing wave ratio), making the antenna less effective. Magnetic mount antennas should only be used in temporary situations. If you leave it in the same spot on the car for too long, moisture will form under it, causing rust or discoloration, and the paint will age differently.

Another way to mount an antenna is to screw it to a bracket that you've attached to your car. Be careful to maintain as good a ground as possible, free of paint and corrosion, when mounting the bracket. You can buy bracket kits, but I just fabricated a mount from a right angle bracket from the hardware store and bolted it to my car's rear bumper mounting bracket. I can take it off if I want, but usually I just unscrew the antenna and leave the bracket in place. The trick is making sure the bracket is strong enough to hold the antenna steady at highway speeds. The antenna I use is a 48" long, 5/8 wavelength, top-loaded, tuning slug adjustable Firestik II ® screwed to my home-made bracket.

Perhaps the least effective is the combination AM/FM/CB antenna. It makes a lot of electronic compromises to gain the convenience of only having one antenna. You may not be happy with its performance.

(Continued on page 21)

Antennas can be wire-wound, rubber coated, or metal whip.

Things I've Learned About My LBC (Continued from page 20)

Tuning the antenna refers to minimizing the SWR for the radio system by electrically lengthening or shortening the antenna, changing its impedance. Tuning antennas is a subject for a different article, and it will also be covered in a Technical Session later this year. Find yourself a CB set-up, and we'll help you tune it at the Tech Session.

Here are some tips for maximizing antenna, and therefore, overall CB performance:

- The antenna should have at least 60% of its overall length above your car's roofline. Who says size doesn't matter? A spring can be added to raise your antenna's height.
- The antenna should be mounted as close to the center of the car as possible. If you're not mounting it in the center, it should be mounted on the passenger side of the car.
- The radiation pattern for an antenna mounted on the back of a car is better out the front of the car. As the frequency waves radiate from the antenna, they tend to follow the ground plane (the car) forward.
- An antenna with an adjustable tuning slug is the easiest to tune but generally requires a bracket to mount. Wire-wound antennas without tuning slugs require wire to be unwound to tune. Metal whip antennas sometimes need to be cut or slid up or down in their mount to tune.
- Tuning system SWR is best done outdoors, away from buildings and overhead power lines.
- Top loaded antennas perform better than center loaded or base loaded antennas. Check with the manufacturer if you're not sure what you've got.

CBs are great to have when you're traveling in groups. For the SLIM and FAT Runs, we try to make sure the car in the lead and the car bringing up the rear both have CBs. That way the leader knows if/when somebody has stopped or broken down. Not to mention calls like "Watch out for the dog in the ditch on the right!" or "Check out the old MG in the barn on the left." or "Jim's just hit a deer!" Associated Radio in Overland Park KS is a good source for CB equipment and advice.

Monica Mills 913-948-8402

MIDGET MUMBLINGS

By Steve Olson

Just the other day, I was in a quandary about how to fix some problem on a modern car, and so of course, I started by doing some online searches. Eventually, I found someone describing a similar problem, and the solution they came up with. It seemed very simple and only required a few key clicks. How in the world did we ever get along before the Internet?

Well having been around working on cars decades before there was Internet access, I can remember how we managed back in those ancient times. Our first attempt to diagnose and fix a problem that was beyond our personal knowledge was to read the book. Back then, we kept reference books like the Motor Manuals or Chilton's or Haynes or Bentley's, or if we were able to afford it, we bought the service manual for our particular car from the manufacturer. A little basic knowledge and one of these books could usually get us past most garage trauma.

But if that wasn't enough to do the trick, we used the phone-a-friend option. That was one big benefit of belonging to a club where other members drove similar cars and might have already learned what we needed to know. Plus they were willing to share their hard earned knowledge and sometimes even come help spin a few wrenches. Busting knuckles together under a greasy car is a bonding ritual not unlike the way Native Americans became blood brothers. Somehow online chats with somebody in a different state or even a different country speaking a dialect you can barely understand isn't quite the same.

Some of the club's major wintertime activities back in the old days were tech sessions. We would come to some member's garage, and he would have prepared a short seminar on some topic with crude diagrams or disassembled parts to show us how things worked, how they failed, and how to put them right once again. Then we would do the hands-on bit that reinforced what we had just learned. Simple refreshments were served along with appropriate beverages, and we would all have a chance to visit and get to know each other better. I can't think of a better way to learn how to adjust carbs or rebuild transmissions. Thank you Mike McMullen and Bob Allen!

Today we have great online videos from Moss Motors and John Twist and others who follow a similar format. But You Tube has shortcomings beyond just the short time length allowed. You don't get to chat with friends. You don't get to enjoy sharing beverages. And you sure don't get a chance to become blood brothers.

So next time there is a club tune up session or garage session or whatever it is called, be sure to go even if you don't have anything to do on your car. You might learn something. You might be able to show someone else how to do something. And you might even find a new blood brother (or sister).

Heart of America Concours d'Elegance

British Car Celebration at Crown Center

Date: 5/18/2013

Time: 9:00 a.m. to 3:30 p.m.

Location: Crown Center Square

For 2013, the Heart of America Jaguar Club would like to extend an invitation to the membership of the Austin-Healey Club of Kansas City, the Kansas City MG Car Club, and the Midwest MGA Club to join them in displaying their automobiles at this event. The date of the Car Show is Saturday, May 18th, and the Hospitality Party will be held on Friday evening, May 17th, at a private residence.

For more information and registration, see the Events page at www.kcmgcc.com.

Request for Photos

Tony Lipari has requested that club members send him old photos from events. He would like these in digital format on a CD. I suppose if you were sending just a few they could be Emailed to him. His plan is to set up a big screen and project the images randomly throughout the event. I like the idea and I plan to see how many good shots I can come up with.

Steve Olson made this request at the last club social, not every member was there and many that were probably couldn't hear Him.

How about digging through your old photos and submitting them.

If you have any questions Tony's phone is (816) 289-7307 or email aclipari@yahoo.com

A WORD FROM JOE

AFTER YEARS OF BEING IN THE BRITISH CAR PARTS BUSINESS, I AM NO LONGER ACTIVELY DOING SO.

The sale in October was a success, even with the much needed rain. I still have 14 or 15 cars here that need to go as well as several pallets of parts.

Cars include:

5 1965 to 1967 early MGB roadsters, 3 of them are restorable projects.

2 1977-78 MGBs,

75 and a 79 Midget

A couple of Spitfires

A couple of TR6 projects

ALL OF THIS MUST GO, BUT I WILL NOT SELL ANYTHING UNTIL AFTER THE FIRST OF THE YEAR. I WILL MAKE A DEAL TO ANYONE WANTING IT ALL..., cars, parts, including the boxes, bubble wrap, pallet shelving, etc.

Joe Blackwood 816-520-2433

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Costs to Advertise

Ads run for one year (June-through following May). Cost is:

Ad Size	Cost for KCMGCC Members	Cost for Non KCMGCC Members
Business-card Size Ads	Free	$18
1/4 page Ads	Free	$20
1/2 page Ads	$20	$50
Link to Business from KCMGCC Web Site	Free	$5

Ads must include artwork, and whether they want a link to their business with their web site address and be sent to membership@KCMGCC.com

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Monthly Newsletters Car Shows New friends Rallies & Driving Tours

Spare Parts Cars for Sale Advice Monthly Activities Tech Sessions

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Name: _____ Spouse/Significant Other: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Cars (Year, Make, Model): _____

_____

Email Address: _____ Phone: _____

Please list any other British clubs or registries you are a member of: _____

_____

_____

_____

Do you want your telephone number listed on the club roster?

Yes ___ No ___

Do you want to have your email address added to the email list?

Yes ___ No ____

Mail completed application and dues to:

KCMGCC
17810 Hidden Valley Road
Independence, MO 64057

All dues are due in June. Dues for **new** members are pro-rated throughout the year as follows: June $18, July $16.50, August $15, September $13.50, October $12, November $10.50, December $9, January $7.50, February $6, March $4.50, April $3

Tommie Camblin
Membership Chairman
(816) 795-9628
membership@kcmgcc.com